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 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

STAT

CD NO.

COUNTRY Yugoslavia
 SUBJECT Economic - Transportation
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED Belgrade
 DATE PUBLISHED May 1949
 LANGUAGE Serbo-Croatian

DATE OF INFORMATION 1949

DATE DIST. 16 Jun 1949

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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SOURCE Yugoslav newspapers as indicated.

SHIP SALVAGE CONTINUES;
TRANSPORTATION FACILITIES INCREASE

LARGE VESSELS TO BE SALVAGED -- Borba, No 112, 12 May 49

Rijeka -- This year the "Brodospas" (Ship Salvage) Enterprise will raise eight large ships that were sunk during the war. In May it will raise the large motorship Loki. Preparatory work is now in the final stages.

Thus far, "Brodospas" has raised a number of small craft and 15 large ships. Many of these have already been repaired and put into service. This year the enterprises will also raise a badly damaged 1,600-ton dock in Rijeka harbor. Preliminary work was begun towards the end of 1948.

New equipment for salvaging and towing ships will be acquired by "Brodospas" this year. Recently the tug Udarnik, built in Yugoslavia of Yugoslav materials by Yugoslav workmen, was added and two more tugs now under construction in Yugoslav shipyards will be added soon. Vertical cylinders for raising sunken objects from considerable depths will also be acquired soon.

ISTRIAN RAILROAD LINE PROGRESSES -- Rad, No 108, 7 May 49

The Ljugovlar-Rasa-Stalijs railroad line in Istria, the construction of which was begun last year, will be 54-kilometers long. The construction program includes 157 minor projects, including five tunnels, two viaducts, and many cuts, embankments, culverts, etc. Work is now in progress in four of the nine sections.

An electric cable has already been strung from Ljugovlar to Donja Vas and as far as Vranje on the Belmuj road.

As the sixth section of the line passes through the marshy Rasa River valley as far as Stalijs, flood-control work on the Rasa River has been started and is to be completed by October 1949, before the fall rains. This project will reclaim 2,300 hectares of land for cultivation. The Ministry for Newly Liberated Regions has authorized a credit of 500 million dinars, the Ministry of Mining over 12 million, and the Ministry of Railroads 5 million dinars for the river control project.

[Map of railroad line --]

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Construction of a tunnel through Zagreb Mountain, to provide direct communication between Zagreb and the Croatian Zagorje, is in progress. Heretofore the trip has required 3 hours by train, whereas the electric railroad that will pass through the tunnel will arrive in Zagreb 25 to 30 minutes after leaving Hrvatsko Zagorje.

The electric railroad line is now being built as far as Sljemen [or possibly Sljemena] by volunteers from the People's Front. This railroad will transport workers from Zagreb directly to the popular resorts on Zagreb Mountain. It will permit the expansion of Zagreb toward the north, where the city has remained undeveloped because of the lack of adequate transportation facilities.

Work on the tunnel began last year and continued without interruption during the winter. To prevent water from seeping in from the Stabica side, the tunnel is being built 80 meters below the river. This year 206 meters of tunnel have been cut from the Zagreb side.

This tunnel will be one of the widest in Yugoslavia. Besides track for the electric railroad, it will carry a road for motor traffic and pedestrians.

NEW FAST TRAINS TO BE ADDED -- Politika, No 13,236, 13 May 49

The new railroad schedule, which will become effective on 15 May 1949, will include more fast and passenger trains on all lines. The most important addition will be a pair of fast through trains on the Sarajevo-Vrpolje-Zagreb line and a pair of fast trains on the Osijek-Zagreb line, connecting with Subotica.

PROVIDE AIR SERVICE TO MONTENEGRO -- Politika, No 13,236, 13 May 49

On 16 May Jugoslovenski Aerotransport (Yugoslav Air Transport) will begin regular air service on the Belgrade-Titograd line in Montenegro. Planes are scheduled to leave daily except Sunday. Tickets will cost 2,400 dinars. The planes will carry passengers, cargo, and mail.

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